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[1348-4]

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## The Daily Press.

HONGKONG, JULY 26TH, 1906

INSPIRED BY DR. MORRISON, than whom it would be difficult to find a more trustworthy counsellor, the *Times* has been urging the British Government to "assume the position. Due to our paramount interests, and to enforce a satisfactory settlement with the Chinese Government, independently of necessity." This, as will be noted in the message elsewhere reproduced, was said with relation to the administration of the Settlement of Shanghai. That settlement, the pulse of our particular "sphere of influence," is technically an international settlement, but we suppose in the event of a settlement of its status as a settlement, that Great Britain's "paramount interests" would be recognised. At all events, they should not be overlooked for want of claiming, and we are glad that such influential authorities are not disposed to ignore the pre-eminent claims of the British. Shanghai, with its finicking representatives of lesser Powers whose interests there are not to be compared with the British, has long been a sort of mirror reflecting the position of China and the Powers. Those with least at stake have had the most to say, and, owing to the extraordinary lethargy and supineness of the British nation in the last few decades, they have succeeded in hindering and hampering negotiations with the stupid officials against whom there should never have been any proceeding that was not determined and decisive. We have often referred to the anomalies of Shanghai; to the Municipal Council, which is like a watch-dog

muzzled and tied with too short a chain; to the Consular Body, on which the shrimp and the lion appear to have an equal voice in all plans of campaign, except that the shrimp cries more shrilly, and the lion seems too polite to argue; and to the presumably more Imperial considerations which prompt the Diplomatic Body at Peking to veto local arrangements in the most surprising way sometimes. The value of the Consular Body at Shanghai may be partly gauged by the fact that it always accepts as its leader the Consul of longest residence, so that if the PRINCE OF MONACO or the EMPEROR OF THE SAHARA had happened to establish a consulate there, any new British consul (although representing the great majority of property and residents) would find himself subordinated in many material ways to the consular representative of such a petty Power. The result is that had Chinese officials there have found it easier to defy those who should have been enforcing, independently if necessary, the rights of their constituents. The point appears to be in the words "if necessary," and we do not doubt that the *Times* correspondent would be with us in declaring that events for a long time past have shown that our dependent position has been as injurious as it has been humiliating. But what is to be expected of a Government which grants knighthood to a mere party election agent, and overlooks the services of patriots who have been grizzling on the frontiers of empire? This was the view of a member of the local branch of the China Association, who pessimistically decided that the meeting to discuss the West River piracy was a waste of time. This is an attitude into which it is a great temptation to fall, but the chief officers of the Association consider it better to keep "pegging." This the newspapers must also do, even though on such matters they will inevitably find it necessary to repeat themselves over and over again. Yet it is distinctly disheartening to find a man like Sir Ernest SATOW going home with a story like the one he told a Central News correspondent, that China is attempting to adopt Western methods and to act on Western civilised lines, and that "if we wish to be consistent we cannot deny her our sympathy and help." The truth is that China (meaning China's present typical officials) is attempting to attain Western advantages by Chinese methods, and is all along getting on the lines of her own hereditary philosophy; and sympathy and help would be thrown away. In cases like those of Tsiutai YUAN of Shanghai (the official removed for conniving with the rioters and since promoted) and of VICEROY SHUM (so preoccupied feathering his own nest that he has neither time nor means to deal with the lawlessness over-running his province) to talk of sympathy and help is a bitter mockery. What is wanted is the enforcement of satisfactory settlements, as Dr. Morrison has said, independently if necessary.

Military science is to be introduced into the studies of the University of Peking.

The German Mail of the 21st June was delivered in London on the 23rd inst.

Sir John Jordan is expected to leave England to-day (July 26th) to take up his duties at Peking.

The King of Cambodia, who has declared himself delighted with his tour in France, is returning on board *Austral* to-day.

After the manoeuvres the *Terrible*, cruiser, was to be reduced to a nucleus crew, and on July 24 was to leave Portsmouth for China with reliefs.

Five cases of muricide of morphia were seized at Godown No. 21 of the Hongkong and Kowloon Wharf and Godown Company. The ex-vice officer has asked for the forfeiture of the opium.

It is reported that Russia has the intention of establishing an arms manufactory east of Lake Baikal with the object of furnishing the necessary armament to the Far Eastern troops.

The directors of the Western Extension Telegraph Co. have declared an interim dividend for the quarter ended March 31 last of 2s. 6d. per share, free of income tax, payable on the 14th prox.

The *Lobankeneiger* of June 26 states that Dr. Viehe, of the Military Medical Service, his staff, and thirty native attendants and bearers have been massacred by native rebels in the Urua district of German East Africa.

At present only \$170 has been subscribed in Hongkong towards the \$500 which it is desired to raise at each of the four competing ports for the proposed Interport Trophy, and steps to produce a better response are being taken.

The *Morning Leader* of June 23rd had a cartoon depicting a grocer pressing a tin of Chicago meat on a customer, and reminding him that an insurance coupon went with each tin. Another journal suggested that if the coupon came from the same country as the meat it might not mend matters much.

The programme for the forthcoming Arts and Crafts Exhibition has been published in handy book form. The exhibition will be held in October. It will be opened on the first day by H. E. the Governor, while H. E. the Admiral and H. E. the General Officer Commanding will be asked to open it on the second and third days respectively.

The engagement by the War Department at Washington of Mr. Winter, an English actor, to act out uniforms for American Army officers in characterised in the States as a "national insult," and has caused a storm of protest. The American papers are also full of ridiculous comments about the entertainment of their President's daughter by European royalty. When an avowed democrat happens to be snobbishly inclined, he can outsnob all forms of snobbery.

According to an official despatch from German East Africa, Major Johannes and Baron Wengubum report that the operations in the Mpende country were brought to a successful conclusion on the 11th inst. The enemy lost 35 killed and 516 captured. The German losses were five Askaris killed and 15 other natives wounded. The rebels were split into two parties, and measures had been taken (on June 25th) to ensure their complete defeat.

Cricketers will be wondering when the *Standard* and *Illustrated* are to be presented to the premier local cricket club. The presentation has taken place. The shield has been handed over to Dr. Swan, president of the Kowloon Club, who at the Club the other evening presented the medals to the players. The meeting was an informal one, but before taking their departure the members changed their glasses and drank to the success of the Club in the years to come.

The site of All Hallows Church, Lombard-street, is worth £500,000—perhaps as much as the contents of some of the neighbouring bank vaults. This sum, says a writer in the *July* number of the *Sunday Strand*, is sufficient to build and endow forty churches and provide for the spiritual requirements of a town as large as Derby or Brighton. The population of All Hallows parish does not exceed 300, with an average congregation of twenty-six.

People sometimes complain that the newspapers are uninteresting. Here are two items culled from the advertisement columns of home papers:—To Ladies and Gentlemen of Independent Means:—The advertiser, a gentleman under forty, possessing in a marked degree the power of making those around him happy, wishes for a comfortable home and moderate remuneration, in exchange for his society and useful knowledge of travel.—Vault—Highgate, close to Catochamps, seven vacancies in final vault to be disposed of. Offer considered. Owner going abroad.

The wooden outcrop is an old story in America commerce, and is insignificant in view of modern developments. In presenting his Pure Food Bill to Congress, Mr. Mann unfolded a perfect epic of adulteration. He told how green cherries were dyed red, and how machinery oil was for sale dressing; how coffee was composed of chicory, sawdust, and bread-crumbs, and honey of glucose; and how pepper was manufactured chiefly from an article known in trade circles as "pepper deteriorator," which, with a slight variation of treatment, might be converted with the same facility into cinnamon, cloves, or allspice. The most interesting part of Mr. Mann's narrative was that which pointed out that while only 13,000,000 pounds of Mocha and Java coffee were imported into the States last year, 25,000,000 pounds of those varieties were sold over the counter. Amongst modest miracle-workers the American grocer must easily take the first place.

A witness was produced, says a writer in the *Cornhill* for July, a village patriarch far advanced in his eighties, erect, vigorous, clear-headed, who replied to all questions with promptitude and decision. Before he left the box the judge complimented him upon his state of preservation, and asked by what ordering of his life it had been maintained. Nothing loth, the witness replied that he was a teetotaler and a vegetarian, and described his daily existence in some detail; and the judge, deeply impressed, recommended all who heard him to follow in his footsteps. The witness was succeeded by his own older brother, equally alert and well-preserved, to whom the judge said: "No doubt you, too, like your brother, whom we have just heard, have preserved your health and vigour by the strictest temperance?" The reply was brief and to the purpose: "I have been to bed sober ever fifty years, my lord."

Mr. Chamberlain was in first-class fighting form at the inaugural dinner of the "190 Club." As might have been expected, he had something to say about the mutual admiration meeting at Manchester, when three members of the Government had dined—figuratively—on the abdomen of vanquished Toryism. Mr. Chamberlain found in this trio an illustration of the three theological virtues: Mr. John Balfour stands for Faith—in himself. "It is a faith that ought, surely, to be able to remove mountains," Mr. Lloyd-George is the representative of Hope—of hope deferred; for the first democratic Government this country has ever had is still "on its trial." Mr. Lloyd-George sorrowfully says, and has not much to show yet in the way of achievement, having not even succeeded in pitching the Chinese slave neck-and-crop out of his slavery. Lastly, there is Mr. Winston Churchill as Charity—charity, which vanquisheth itself, and is not puffed up. No sounding brass or tinkling cymbal about him! There was once a "Ministry of All the Talents"; our present pastors and masters may perhaps be called the Ministry of All the Virtues.

## TELEGRAMS.

[REUTERS' SERVICE.]

## RUSSIA.

London, July 23rd.

The Tsar, in a manifesto concerning the dissolution of the Duma, says that the Duma has greatly disappointed his expectations; instead of doing practical work, it undertook illegal action beyond its sphere. The Tsar promises to give necessary peasants means for enlarging their lands, and intends enforcing obedience to the law.

LATER.

St. Petersburg is quiet; police and troops are everywhere.

## THE INTER-PARLIAMENTARY CONFERENCE.

London, July 23rd.

Six hundred Members of the Parliaments of Europe and America assembled yesterday in the Golden Gallery of the House of Lords to discuss the question of peace arbitration. Sir Henry Campbell-Bannerman, in welcoming the members, expressed the sympathy of the King and the Government with the objects of the conference. Sir Henry especially greeted the Members of the Duma: exclaiming, "La Duma est morte, vive la Duma!"

## RICSHA SMASHED BY A TRAM.

There was an exciting scene at the corner of Des Vaux Road and Queen Street on Tuesday night, when a ricksha cyclist attempted to pull his vehicle, in which a Chinaman was seated, across the front of an approaching tram. Finding he could not cross he turned back, but failed in this also. As soon as the motorman realised the danger he applied the emergency brake, but the car was too close to be pulled up in time to avoid a collision. The ricksha was overturned and completely smashed, while the unfortunate passenger was jammed between the ricksha and the trolley post, with the result that his legs were broken. He refused to go to the hospital and was attended by Dr. Jen Hawk. The ricksha coolie ran off, but was apprehended later, and on being brought before Mr. F. A. Hazell at the Magistracy yesterday on a charge of careless driving was fined \$15 or a month, his defence being that he did not see the car.

## ANOTHER P. AND O. LINER.

ARRIVAL OF R.S. "MOLDAVIA."

Yesterday morning the fifth of the vessels composing the new P. and O. Eastern fleet arrived in port. The *Moldavia*, a similar type of vessel to those built for the Eastern service, is not a new boat, having been on the Australian run for something like three years. Her conveniences, however, are up to date, the long sweep of the lower deck being admirable for promenade, while the wide expanse of the boat deck affords ample room for all desires of indulging in sport. A glance at the commodious saloons of the first and second class and other improvements on vessels of the old fleet is sufficient to prove that nothing has been neglected that could have been done to secure the greater comfort of passengers. On her return to this port she will be thrown open to public inspection.

## LAUNCH OF A NEW BATTLESHIP.

Last month, in the presence of an immense crowd, Mr. Mrs. William Beardmore and Co. launched their first battleship from their new naval construction works at Dalnairn, on the Clyde. The vessel, which was named *Agamemnon*, by the Countess of Aberdeen, is of the *Lord*'s class, and is a sister ship to the one being built on the Tyne. The *Agamemnon* will cost £1,480,000 to complete. She is 410 feet long, 74 feet 6 inches broad, her displacement being 16,500 tons. Her speed will be 18 knots, and she will carry 2,500 tons of coal. Her armament consists of four twelve-inch and ten 8.2 in. guns, the latter mounted in pairs at the four corners of the citadel, with a single gun in the waist on each broadside.

## MANCHESTER SHIP CANAL ACCIDENT.

TRAFFIC STOPPED FOR A WEEK.

A London paper received yesterday says:—A serious accident occurred during the night on the Manchester Ship Canal, as a result of which all traffic on the waterway will be suspended for a week. The steamer *Cassia*, which was proceeding to Manchester, collided with and carried away one of the lock gates. Steps were immediately taken to conserve the water of the canal by closing the sluice gates, but the rush of water was so great that these two were carried away, and for a distance of two miles the level of the canal fell 15 feet. A large vessel, which happened to be in the affected section, grounded as a result of the sudden drop, and was only kept in an upright position by means of her hawsers, while the steamer responsible for the disaster is now resting on the sill of the lock.

## LATEST STEAMER MOVEMENTS.

The C.P.R. s.s. *Empress of India* left Vancouver on Monday, the 23rd inst., n.m., for Hongkong via the usual ports of call.

The B.N. Line s.s. *Benarick*, from Antwerp and London, left Singapore on the 24th inst. for this port.

The s.s. *Lightning*, from Calcutta, left Singapore on the 25th inst., a.m., and may be expected here on or about 26th inst.

The British s.s. *Nanshan* left Saigon on the 15th inst., and is due here on or about 29th inst.

## SUPREME COURT.

Wednesday July 25th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

THE WRONG DEFENDANT.

Leong Tak sued Au King-tan to recover the sum of \$500, being damages sustained by the plaintiff by reason of negligent navigation by the defendant's steam launch *Lee Shing*, whereby the plaintiff's waterboat was damaged in Hongkong waters. A third party notice had also been issued by the plaintiff.

Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) appeared for the plaintiff, and Mr. H. K. Holmes for the defendant.

Mr. Gardiner applied for an adjournment, but Mr. Holmes asked his Lordship to hear the case, as he contended his client was not liable.

His Lordship—Why don't you, or somebody else, pay up what is reasonable?

Mr. Holmes—There has been an offer, I understand, to pay what is more than reasonable.

His Lordship—But the amount claimed exceeds the offer.

Mr. Holmes—The offer exceeds the amount of valuation made by Captain Douglas after a survey of plaintiff's vessel. The defendant has waived upon the plaintiff, and referred him to the person whom he contended was liable at the time of issue of the writ.

His Lordship—I can give judgment now and refer the question of damages to the Registrar.

Mr. Holmes—I contend that defendant, the only party against whom judgment can be given, is not liable.

His Lordship—The third party, I know, is not. Between you and me, I know, I know, I know.

Mr. Gardiner—There has been an offer, but owing to Mr. Hett's intervention it has not been paid.

His Lordship—What is the offer?

Mr. Holmes—There has been an offer, but not by my client.

His Lordship—But he won't mind it somebody else pays.

Mr. Holmes—The third party, a widow, has made an offer.

Mr. Holmes—I understand the offer has been refused.

His Lordship—I don't know anything about it, but it will come to this: I shall refer the matter of damages to the Registrar.

Mr. Holmes—I submit that as the third party is not present I am entitled to judgment on the merits of the case.

Mr. Gardiner—Perhaps it would be better if your Lordship would hear the arguments and decide whether defendant is or is not liable.

His Lordship—I don't mind, but it seems to me you are wasting time. Somebody has offered to pay up the amount of the damages.

Mr. Gardiner—We are prepared to accept that offer, but it has been withdrawn.

His Lordship—I understand there is no money paid in.

Mr. Holmes—It could not be paid in, because the person tendering it is not a party to the action. My client is now liable to pay all fees and the cost of detention of the launch.

His Lordship—If somebody is willing to pay what is found to be due, what does it matter to you?

Mr. Holmes—If my client could be sure of getting the money it would be another thing. At present he is absolutely no security.

His Lordship—No, but his costs could be paid into Court.

Mr. Holmes—I don't want costs. I am the defendant.

His Lordship—Yes you do, but it is no good my hearing the case. It is admitted there was a collision and the third party is willing to pay.

Mr. Holmes—There is a liability for the collision, but I don't admit it is as far as my client is concerned.

His Lordship—The question is as to whether the defendant, or the third party or somebody else is liable.

Mr. Gardiner—I heard the third party was dead when I was about to proceed with the case.

His Lordship—Whom do you want to sue?

Mr. Holmes—I am the defendant, but I understand my friend does not want to sue me at all. He wants to sue somebody else.

Mr. Gardiner—I will ask your Lordship to decide whether under the charter party the defendant is or is not liable.

His Lordship—Are you going to sue the defendant or are you not?

Mr. Gardiner—Yes.

His Lordship—Very well, go on.

Mr. Gardiner—I will ask your Lordship for an adjournment.

His Lordship—If you want to sue the defendant, go on. If you don't, I will put the case into Friday's list.

Mr. Gardiner—The third party is present.

His Lordship—Oh, yes. There she is weeping. She has been here before, and always cries when she comes.

Mr. Gardiner—If she is prepared to give me the offer she made yesterday, I am prepared to withdraw the action.

The widow, on being called, said she had handed Mr. Hett \$350 for him to arrange.

Just then Mr. Hett appeared in Court, and in reply to his Lordship said his client had handed him \$350. He had not paid it over, however, because Captain Douglas had estimated the damage at \$237 and said he was willing to repair it for that amount.

Throughout his client had been ready to pay the amount of the valuation.

His Lordship—If you cannot settle the matter between yourselves, why not refer it to the Registrar?

Mr. Hett—Defendant's point is that the action has been wrongly brought against him. He will ask for costs either from the plaintiff

or from my client, and we are not prepared to pay.

His Lordship—I will give judgment for plaintiff, the question of damages to be referred to the Registrar and all questions of costs reserved.

Mr. Holmes—I would ask your Lordship to allow the case to stand over till Friday.

His Lordship—You've admitted it.

Mr. Hett—My friend's client does not. We admit it, but the plaintiff brought the action against the wrong man.

His Lordship—Why don't you pay the \$350 into Court?

Mr. Hett—We don't admit that \$350 is due. We are prepared to pay it \$237, the amount of the valuation.

Mr. Gardiner—My valuation is \$473.

His Lordship—Think about it, and find out the cost price of the boat. The case is adjourned till Friday, by which time you may as well it. The old lady is crying now, but she won't cry then.

## POLICE COURT.

Wednesday, July 25th.

BEFORE MR. H. H. J. GOMPERTZ  
(FIRST POLICE MAGISTRATE).

ENTRAGED A SOLICITOR.

Captain Geo. E. Warner, of the *Mackintosh*, charged the boatman with stealing four bolts of canvas, valued at \$65, the property of the ship. The Captain said the canvas was missed after leaving Port Said, but the defendant denied all knowledge of it. However, a search was made and the canvas was found in his bunk. Defendant stated that his friends had gone to engage a solicitor, and Mr. Gardiner arriving shortly afterwards the case was remanded.

NOT A PIRATE.

Chan Chek, a trader of Bonham Street East, was charged with being in illegal possession of a dagger and twenty-five rounds of ammunition. He was further charged with taking letters out of the Colony without being in possession of a permit from the Post Office authorities. Defendant was arrested as he was going on board a Kowloon boat by an officer whose suspicions were aroused by the man's appearance. The articles mentioned were found in his possession. Defendant declared he was not a pirate and that he was taking the dagger and cartridges to his country. His Worship imposed a fine of \$10 for the first charge and ordered the confiscation of the weapon and ammunition. A fine of \$25 was inflicted in respect of the second charge.

## THE WEST RIVER PIRACY.

SENATIONAL ARRESTS.

The *Sze-nan-po* publishes, writes our Canton correspondent, an extraordinary sequel to the *Satsuma* affair. The Chinese journal alleges that one of the pirates in custody, Cheong Fong, while under examination at Samshui, declared that the crime was committed with police connivance. He implicated several detectives stationed at Fatsien.

Three were, it is stated, at once arrested by order of Admiral Li-tsun. One of them, Leong Nuan-tai-yeung, was feared because of his affiliation with so many associations and societies; or at any rate, it was considered likely that he might be warned. The Admiral therefore adopted a ruse in his case. He sent for the man, and telling him that he wished him to undertake a special mission of a secret and dangerous nature, asked him if he possessed a revolver upon which he could depend. Leong proudly produced his weapon, only to have it snatched away. He was then easily overpowered and tied up.

The Chief-Detective was, it is said, accused by the pirate, but so many people came forward to answer for his honesty that he was not arrested.

## THE ROYAL HONGKONG GOLF CLUB.

The quarterly meeting was held at Happy Valley on the 21st to 23rd July, 1906. The following returns were made:—

MACEWEN CUP.			
1	Mr. H. S. Sweeting	91	15 = 7
	Mr. C. E. H. Beavis	79	2 = 7
	Mr. C. Biron	85	6 = 7
	Lt. C. B. Down	87	7 = 8
	Mr. F. W. Warren	92	12 = 8
	Lt. H. Wilson, R.N.	95	15 = 8
	Surg. L. A. Bais, R.N.	98	18 = 8
	Mr. T. S. Forrest	77	4 = 8
	Mr. W. D. Kraft	86	5 = 8
	Mr. E. V. D. Parr	90	9 = 8
	Mr. R. Macpherson	89	7 = 8
JOHNSTONE CUP.			
2	Mr. C. E. H. Beavis	rec.	2 strokes 2 up
	Mr. H. S. Sweeting	11	1 " all
	Dr. G. M. Harston	7	1 " 1 do
	Mr. E. V. D. Parr	7	2 " 1 do
	Mr. W. D. Kraft	4	3 " 3
	Mr. C. Biron	5	3 " 3
	Lt. C. B. Down	5	3 " 3
	Mr. C. H. Gale	11	3 " 3
	Mr. F. W. Warren	9	5 " 5
	Lt. R. M. Crosse	11	7 " 7
POOL.			
3	Mr. D. B. Murray	88	18 = 7
	Mr. H. S. Sweeting	99	15 = 7
	Mr. C. E. H. Beavis	79	2 = 7
	Mr. C. Biron	85	6 = 7
	Mr. F. W. Warren	92	12 = 8
	Lt. H. Wilson, R.N.	95	15 = 8
	Mr. T. S. Forrest	77	4 = 8
	Mr. E. V. D. Parr	90	9 = 8
	Mr. J. Clark	83	1 = 8
1 Winner of MacEwen Cup.			



## HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, June 29th.

NEW MESSAGE TO BRITISH SHIPPERS.

Of the many Bills promoted by the present Government, the Bill to amend and consolidate the Workmen's Compensation Acts of 1897 and 1900 seems destined to be the first of the Government's promised measures of social reform to reach the Statute Book. This measure will be an undoubted benefit to workers whose annual incomes are under £250, but there is one clause in it that is likely to have a far-reaching effect upon British shipping, unless it is modified before the Bill becomes law. This clause extends the provisions of the Bill to seamen, so that in the case of the loss of a ship and crew the owner will have to pay compensation to the dependants of all the sailors. As has been pointed out, it would be difficult to defend on principle the exclusion of such disasters from the category of "industrial injuries". Yet the sailor takes risks, and the owner takes risks, that are non-existent on land, and the burden thrown upon the shipping industry—particularly on the owners of small coasting vessels—is so serious that many of them will take the shortest way of avoiding the burden by registering under some foreign flag not entailing the same liability. It is easy to foresee that another result of the Government's social legislation will be to drive the small shipowners into the arms of the big combines. Large combinations would, of course, be better able to meet a maritime disaster involving payment of compensation or to bear the additional burden of insurance against the payment of compensation. I forget whether or not Hongkong has caught up with the legislation of the Mother Country in mercantile marine affairs, but, in any case, here is a new problem to bother your local legislators. If the new Bill is passed with the clause referring to seamen, then, in time, Hongkong will have to adopt the measure. Will we then see British vessels sailing out of your port under foreign flags?

(THE GARRISON IN INDIA-CHINA.)

Simultaneously with the disbandment of the Wellesley Regiment and the reduction of the garrisons of several British Colonial possessions, comes the announcement that the French Government has decided to reduce the military establishment in Indo-China by one brigade, infantry and artillery, to the extent of 2,000 Europeans and 2,000 native soldiers. This step is taken for reasons of economy, and it is stated in official circles that the Government intend to rely more upon diplomacy than guns in preserving its peace and French possessions in the Orient. Of course, there is the usual outcry in the newspapers. For years, the Chinese military bogey has been very real to a certain school of French and German writers, and now that the chance has been given them by this action of the Government the journalists of Paris insist that the reduction of the Indo-China garrison is perilous in face of recent developments in China. Lookers-on, however, will agree that there is little likelihood of either China or Japan attempting to oust the French from Tonkin. At the same time, French diplomats should be careful of the share they take in the protection of the Roman Catholics in China. There is material in China which might cause an explosion any day, if incited by injudicious diplomacy, and Tonkin weekly protest might be torn from France's grip.

(PICTURES OF THE FAR EAST.)

A favourable notice in one of the dailies of an exhibition of pictures by Mr. Montague Smyth induced us to visit the Dalziel Gallery at 54, Baker Street, W., this week. Mr. Smyth spent six months in the Far East, and judging from the sixty or more pictures he has on exhibition he must have been a most industrious artist. First of all let me quote from the critic that aroused my interest, as it gives a professional estimate of the artistic value of the collection.

"It was to be expected that he should have viewed the country from a 'grey' standpoint. His art has always been so dominated by Dutch traditions that he has naturally made choice of subjects in which sober tones prevail, but there can be no question as to the artistic feeling he has imparted into his studies. His chief work is a painting of 'The Imperial Confucian Temple, Nanking', which makes realistic representation of architecture and of the people attired in blue or buff who throng a stone-paved square in front of the building. A modification of the diversities of tint in this painting would have tended to give increased breadth of effect. Blue seems to be a favourite colour for costume with the Chinese. The figures Mr. Smyth introduces in his works are generally attired in garments of a blue which harmonises agreeably with the browns and greys of his compositions. He visited Canton, Hongkong, Foochow, Nanking, and Shanghai; river and harbour scenes, pagodas, temples, bamboo groves, cottages, homesteads, and town views afforded him abundance of material which he turned to good account. He extended his travels to Japan, and there secured several picturesque subjects. 'An Idyll, Japan', is delightfully delicate in colouring; 'The Inland Sea' and 'A Temple Gate, Yokohama', are scarcely less attractive."

On the whole I agree with the critic. In my notes, I find I have "starred" "A Scene near Kyoto," "An Idyll, Japan," and "Temple Gate, Yokohama," as being the gems of the collection, but "The Road to Nanking," "The Land of the Blue Gown," and "The Entrance Gate to Nanking"—the latter exhibited at the last show of the Society of International Artists—are all outstanding as pictures apart from their subjects.

Mr. Smyth is known at the Royal Academy, Institute Royal, New Gallery, Institute of Oil Painters, and the International, and is an artist of some repute; but it seems to me that he places too high a value upon his pictures from the Far East. I would not object to spend 120

guineas upon "The Imperial Confucian Temple, Nanking," if I had the money to spare, but I would never think of giving 40 guineas for "The Land of the Blue Gown," or 30 guineas for "West Point, Hongkong," or the 20 guineas asked by Mr. Smyth for "The Peak, Hongkong," and "The Harbour, Hongkong." The price asked for sixty pictures is £1,600. I know well enough that pictures are not usually sold by the yard, but Mr. Smyth is not a Meisner, and some of his sketches do not seem to me to justify the high prices asked for them.

Mr. Smyth is not the first one to discover the artistic possibilities of the Far East. Mr. Mortimer Menpes and Mr. Frank Millet and others were before him, but this exhibition in the Dalziel Gallery is the largest collection of purely Far Eastern subjects that has been made. Mr. Smyth's industry deserves its reward, and it is to be hoped some of the many "bipans" who have made their pile in China or Japan will find sufficient artism in the pictures to induce them to become purchasers.

(ANOTHER ARTIST'S WORK.)

At the New Dudley Gallery, there is shown a collection of sketches by the late Mr. Charles Wigram, who went out to China as the special artist of the *Illustrated London News* at the time of the first China war in 1857. When the war was over, he went to Japan, became enamoured of it, and so many of us have been, and settled there. The collection includes sketches of China, Formosa, the Philippine Islands, and Japan. His work shows the influence of Japanese native art, and is of excellent quality. To some extent, the pictures of Japan have a historic as well as an artistic interest, since he painted scenes and characters as they existed during Japan's political transition.

(THE SOCIETY OF AMATEUR SPORT.)

To Society the Society that Father Vaughan, the modern Socrates, has devoted three weeks' denunciation, this is the month of sport, pictures, music, and parties. I have put sport first, because the national tendency is to do so. Polo is just now the game of the Society which considers itself entitled to use the capital letter. But with the inter-cursus confectus on or coming on every game has its following, and next week Society will be dividing its attention between the Oxford and Cambridge cricket match and Henley Regatta.

Of all our sports, rowing is the freest from the taint of professionalism, and on that account more than any other, even the healthy nature of the sport itself, it will always be most popular with the average man and woman. This year there are several foreign competitors who are expected to show up prominently in various races. Last year, the Belgian and Philadelphia crews lent added interest to the race for the Grand Challenge Cup, but if Mr. W. A. L. Fletcher has his way there will never be another American crew at Henley. The reason for this proposal may be traced to the conduct of the Philadelphia crew who were here last year. An investigation carried out by the Henley committee revealed some unpleasant facts. It was proved that the crew belonging to the Vesper Boat Club was sent over by England by public subscription, and that the sworn declarations of members of the crew were untrue. This is not the sort of thing British amateurs expect in the pursuit of all sports. The committee therefore decided that in future no entry will be accepted from the Vesper Boat Club or any member of the crew sent over by that club in 1906.

Mr. Fletcher has given notice that at the next committee meeting he will show that no entry shall be received in future from the United States. It is doubtful if a sweeping resolution of this character, setting up preferential treatment, will be accepted by the committee, but as last year's was not the only occasion when American "professionals" have competed at Henley contrary to the rules and spirit of the sport, it will probably be argued by Mr. Fletcher that the Americans have only themselves to blame.

## CANTON.

(FROM OUR CORRESPONDENT.)

July 24th.

(THE VICEROY WORRIED.)

Viceroy Shun has been worried by petty officials calling to consult him about all sorts of details during his stay at Whampoa. He has had a notice posted reminding the public that he has leave to spend two months in retirement for his health's sake, and that his time is interrupted by these unnecessary consultations. They are to go to the Provincial Treasurer on civil business, or to the G. O. C. on military matters.

(THE KWANGSI CAPITAL.)

Viceroy Shun's suggestion to remove the Kwangsi headquarters from Kwei-lin to Nanking has been taboed by Peking on the ground that it entails needless expense.

(THE RAILWAY.)

It is reported that Tsai Kung and Expedition Project Wa are leaving shortly for Peking, to take part in a discussion of the Canton-Hankow railway scheme.

(PLAGUE.)

Plague has now almost disappeared from Canton, but I hear of many deaths from some mysterious fever, whose name I have not ascertained. High fever, coma, and death within two or three days, is, I am told, the usual case.

(EDUCATION.)

Steps are being taken, by order from Peking, to secure more uniformity in the educational system in the province. I think it means that control of all is to be really centred in the Peking Department of Education.

## THE HANDEL FESTIVAL.

Our London correspondent, writing to us at the end of June, included the following musical gossip—All roads led this week to the Crystal Palace, where the triennial Handel Festival is being held. Instituted in 1882, although two festivals had been celebrated prior to that year, these festivals have grown steadily in popularity, until now they bring singers from remote parts of England and listeners from the remotest quarters of the Empire. As usual, Hongkong and the Far East were represented in the tens of thousands who met in the Central Hall to listen to some of the finest soloists in the world and choral singings that was a credit to performers and conductor alike. Saturday saw the opening of the festival with a grand rehearsal that partook somewhat of the nature of a performance. Tuesday was devoted to the performance of "The Messiah," which never seems to lose in popularity. The band and chorus numbered about 1,000, the conductor being Dr. Frederick Cowen. I have heard the same oratorio at the Crystal Palace upon other occasions, but never have I heard a performance so marked by uniform excellence. For balance, polish, attack, precision and clearness of enunciation, the chorus excelled anything heard in the past, and the colour imported to the work was a tribute to the training bestowed by Dr. Cowen. "Glory to God," the four choruses in the third part beginning with "Since by man came death," and the "Hallelujah" chorus were rendered with telling effect, and no praise can be too high for the singing of "For unto us." Beginning softly, the chorus gradually worked up the crescendo until the passage opening with the word "Wonderful" was reached. The effect was magnificent, and sent a thrill through every listener.

Madame Albani, who appeared first as a soloist at the festival in 1877, and Mr. Santley, who has never missed a festival since 1861, have probably sung here for the last time, and in parting with old favourites one is inclined to be lenient in criticism. Madame Albani, however, sang with much feeling and correctness, particularly in the solo "I know that my Redeemer liveth." Mr. Santley's years tell against him, but his voice and method both extorted admiration, and when he resumed his seat after singing "Why do the nations," the audience and chorus cheered him to the skies. The success of the day, however, was won by Madame Ada Crossley, the Australian contralto, and Mr. Ben Davies, who succeeds Mr. Edward Lloyd (retired) as the tenor soloist. Madame Crossley was called upon to take the place of Madame Clara Butt, who has not recovered from her recent indisposition, and it would be hard to say which of these two fine contraltos can best interpret the solos of "The Messiah." There is a beauty of voice and power of manner in Madame Crossley's singing that give it distinction, and she will doubtless share with her English rival the honours of many more festivals. Mr. Ben Davies was in fine voice, and was heard to advantage in the declamatory solos that fall to the tenor.

Yesterday, a selection from "Israel in Egypt" was sung, the soloists being Madame Ada Crossley, Miss Agnes Nicholls, and Mr. Charles Saunders, while Mr. Watkin Mills and Mr. Kennerley Rindford sang the duet "The Lord is a man of war." The second part of the programme was made up of selections from Handel's works, no less than six of the thirteen items being new to the Handel Festival. Madame Kirby Lunn, who was allowed to participate in the festival by the courtesy of the Royal Opera Syndicate, sang solos from "Samson" and "Hercules," and solos were also sung by the participants in "Israel in Egypt." Needless to say all acquitted themselves with success. Mr. Charles Saunders giving a fine rendering of "The trumpet's loud clamour" from the "Ode for St. Cecilia's Day."

To-morrow, the oratorio "Judith Macabean" will be presented. The solo work in this oratorio is very heavy, and the parts have been allotted to Miss Agnes Nicholls, Miss Percival Allen, Madame Ada Crossley, Mr. Ben Davies, and Mr. Robert Bradford, the latter being heard to advantage on rehearsal day. This will conclude a festival which may be equalled but can hardly be excelled, but I would advise those of your readers who see these lines to bear in mind the festival that takes place three years from now, and to arrange their holiday in the old country so that they may be able to attend.

## CIVIL SERVICE CO-OPERATIVE STORE.

Some months ago a meeting of civil servants was called to consider the advisability of starting a co-operative store. At a subsequent meeting two propositions were made. One was that the service should start a store on the usual co-operative lines; the other, that leaders should be called from local firms willing to supply civil servants with goods at cheaper rates than those prevailing. Both propositions were referred to a committee, but the decision of that committee, for some unknown reason, has been kept dark.

From a confidential circular forwarded to members of the service, however, it would appear that certain firms have agreed to allow civil servants a discount ranging from five to twenty per cent. on their monthly bills, but for this concession they must deposit with such firm an amount equal to their average monthly account, and settle such accounts on or before the 10th of the following month.

We understand that since the issue of this circular the committee have declared themselves in favour of the scheme for the inauguration of a society on co-operative lines.

Humanity would be a sadly stagnant, hopeless thing if it were not for the fact that almost every human being is a living question mark, a constant interrogation.

## THE SHANGHAI ADMINISTRATION.

Peking, June 21.—For a week Yuen Shun-sun, until recently Taoist of Shanghai, has been expected to arrive in Peking to assume the office of Governor of the city. He is waiting at Tientsin. As Taoist of Shanghai during the riots in Dec. he was unquestionably guilty of complicity in the outbreak. The action of the Taoist in December was so manifestly a part of the riotous demonstration that he was removed, but promoted to one of the most dignified posts in the Empire, the Chinese Government applauding his "patriotic conduct." Since his new appointment he has been on a special mission to Canton, whence he has now returned. Our Legation will continue to protest against his taking office in Peking until full reparation has been made for the damages caused during his regime in Shanghai.

The question of the administration of Shanghai is now the most important of those requiring attention. The crux of the difficulty is the present unsatisfactory state of the Mixed Court, where the Chinese magistrature seizes every opportunity to transfer cases to purely native jurisdiction, with the result that in civil cases both plaintiff and defendant can be squeezed unmercifully, while in criminal cases the poor are punished brutally, and the rich can buy immunity from punishment. The power of the foreign assessors to prevent the transfer of cases is now severely restricted, the foreign Ministers at Peking, on the cessation of the riot, and again in a despatch sent through the senior (Belgian) Consul to the Municipal Council on May 17, having insisted upon the right to the full and qualified regulations of 1863, and to ignore the practice settled by procedure or precedent since that date. Last week the representatives of England, Germany, and the United States gave the assessors more liberal instructions, but the administration is still becoming more difficult.

Last year, after several years of fruitless discussion, supplementary regulations for the procedure of the Mixed Court were issued by the authority of the Diplomatic Body, reduced by the Ministers of England, Germany, and the United States, and in March of this year was submitted to the Chinese, but no government was come to the Chinese simply blocking a settlement of the question. On April 23 the Waikunpa informed the foreign Ministers that pending the conclusion of negotiations for the procedure of the Mixed Court, the Mixed Court in the past, yet the procedure is now essentially different from what it was in the past. In view of the present conditions, which many think will inevitably lead to further trouble, to be followed by reoccupation by foreign troops, the British Government is urged to assume the position due to our paramount interests and to enforce a satisfactory settlement with the Chinese Government, independently if necessary. *Times.*

## GERMAN COLONIAL ADMINISTRATION.

(FROM OUR CORRESPONDENT.)

The announcement that legal proceedings have been instituted by the Chancellor against two or more subordinate officials in the Colonial Department of the Foreign Office, who are charged with having disclosed the contents of confidential documents to the Press, forms the subject of universal comment.

In Radical quarters the action taken by Prince Bismarck is interpreted as an attempt to distract public attention from the affairs of the German Colonies, the Governor of the Cameroons, whose conduct has on various occasions given rise to heated debates in the Reichstag.

The confidential documents, whose publication has gravely compromised the Government, were concerned with the disclosure of the actual result of official inspections, but it is inquired why the Chancellor does not prosecute the higher officials of the Colonial Department, instead of a few subordinates. The rigour of his attitude towards the assumed authors of the disclosures is compared unfavourably with his leniency in the case of Herr von Puttkamer.

According to the *North German Gazette*, if the prosecution instituted by Prince Bismarck does not result in the discovery of the actual delinquents, a general sweep will be made of the officials in the Colonial Department. Does this statement mean, it is asked, that the Chancellor has resolved to apply an iron broom to a department which ever since its establishment appears to have been a nursery of intrigues and personal politics? If so, all may be well, but if not, then it is certain, as many newspapers have pointed out, that the disclosure of the actual delinquents will not prevent the same necessary for the energetic pursuit of Germany's various Colonial enterprises. Before all things, it will refuse to reverse its decision in regard to the fitness of the Hereditary Prince of Hohenzollern-Langenbourg for the post of an Under Secretary or of an Imperial Secretary of the Colonies.

The circumstance that the *North German Gazette* now states that Herr von Puttkamer, by his own wish, will be brought before a Disciplinary Court to answer a charge which is generally regarded as a side issue in the case against him, has not tended to reassure public opinion as to the determination of the Government to abandon its endeavours to hush up the entire affair. *Standard.*

## THE TEA SEASON.

Messrs. Cow, Wilson, and Stanton, in their recent circular June 25th, summarise the figures for the tea season, which runs from June 1 to May 31st. In regard to the results, it is stated that the customs returns show record figures in each particular, excepting stocks, the imports, clearances for home consumption, and exports exceeding all previous totals. Imports in the twelve months amounted to 221 million pounds, against 218 million in 1905, and 213 million in 1904. Home consumption came to 279 million in 1905, as compared with 287 million in 1904, and 259 million in 1903. The remarkable fluctuations shown in the consumption are, of course, due to the influence of changes of taxation upon withdrawals from bond, but the ultimate trend of the movement is very apparent. Experts show the least important changes, the total being 44 million in 1905, against 41 million in 1904, and 43 million in 1903. Going into detail, Chinese imports of tea show a heavy decrease, the 15 million imported from that country representing but 5 per cent. of the total. Ceylon has shown the greatest expansion, its imports amounting to 114 million pounds in the year, as against 100 million in 1904, and only 92 million in 1903. In all respects the figures are satisfactory, and with little new acreage coming into bearing the prospects of higher prices for tea are distinctly promising.

## KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00  
No. 4 CARTRIDGE (25-15-6d.) \$50.00

## LONG HING &amp; CO.

No. 17, QUEEN'S ROAD.

## SAINT LEHON TONIC WINE.

DOCTOR DUSSAUD: The Composition of the Generous Wine of SAINT LEHON imposes confidence and draws attention of Doctors upon its use. I have ordered it to several of my patients who were overcoming illness and have noticed the recovery of their strength and the rapid renewal of Good Health through its use.

The new product must take its place in new therapeutics and render service to our Doctors.

\$22.00 PER DOZEN.

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## A STORY OF SECRET SERVICE.

JAPANESE ROMANCE OF LOVE AND WAR.

The Tokyo correspondent of the *Daily Telegraph* writes:—A gentleman of considerable standing in Japan, and belonging to one of the best families in the Empire, has just related to me a story filled with overblowing pathos and romance. It has already been made the subject of a novel, and will shortly be acted as a drama. And the incidents described will be regarded as simply and solely the outcome of the brain of a clever and imaginative writer. Once again, however, the fact that truth is stranger than fiction is strikingly demonstrated, for thanks to the kindness of my friend, I am privileged to tell your readers that the plot so cleverly weaved in book and on stage is but the representation of what has really happened in Japan. Let me make quite clear that the story is not one of olden days, when queer customs and mighty shoguns reigned supreme; its period is of comparatively recent date. Here in Japan, where many strange things have occurred, and still occur, the narrative has attracted no little attention. To you it will be the more interesting, for you know that it is not fiction, but fact. Furthermore, in the matter of veracity, I will pledge the honesty and the knowledge of my friend, for in the town, will pledge the truth of all that he says. From motives of loyalty to his country he will not permit me to mention names or places, though let me add that he has given me without reserve all details in his possession, so that I may be completely convinced. In Japan to make the play popular with the masses, they speak of the locality as Manchuria; that, in itself, however, gives some substantial clue as to date, but I think it better, in relating the story as a truth, that I should not follow the example of a drama, which has no such pretensions. Nevertheless, as it is necessary to avoid the possibility of complications, I will merely indicate positions, without names of occupants and places, by means of plain blanks. Furthermore, in order that the story should carry conviction, it must be clearly explained that there is no espionage, no deep-laid or so elaborate as that of the Orient. In such a matter the Japanese will stoop lower than any other human race in order to conquer. Their proud Samurai officers will become simple barbers and photographers for the sake of their country, and indeed many were sent abroad over Manchuria in these humble guises before the war with Russia began. Unlike the other military men throughout the world, they are always ready to listen and learn, even though it is a more civilian who is talking. Thus, they have a great deal which others would despise; but with the Japanese for an emperor and empire covers a multitude of sins. All this, however, is merely incidental, though a useful preface to the main purpose, which is to tell the story. Some years ago, to be vague in time, a young cavalry officer of exceptional promise was attached to the General Staff in Tokyo. Though at this period only filling the small position of a sub-lieutenant or lieutenant, so great was his ability and attention to duty that thus early he was looked upon as a man marked out to be a future general. In private life he was sober and strict; safe and evil companions he shunned. In fact, he lived only for his work, and anything which would prevent him doing it properly was abhorrent to him.

Japan has always been more famous for her soldiers than her statesmen. About this time, however, the Chief of the Staff was a general, the foremost in fame even among the soldiers. I would write more about him were it not for my need to give no clue to recognition of identity: what I have said is enough for the ends of the narrative. He had always taken a keen interest in the personality of the young lieutenant, and had given to him, in his material assistance as early as his school and college days. And in his subsequent career at the General Staff the Chief had watched closely his work, and had singled him out for rapid advancement. One day he called the lieutenant to his private room. "Do you know and realize," he said, "what is the first duty of a soldier?" "Yes," was the natural reply, "to obey implicitly his superiors, and in this way serve with true loyalty and devotion his Emperor." "You are right," returned the general, adding: "I trust that you will always be able to accomplish that which you have so well said." The lieutenant reiterated his professions of fidelity, whereupon the Chief once again returned to his original subject. "I will now pledge your honour," he asked, "that you will strictly obey all orders that are given to you by your superior officers?" The soldier pledged his honour, thinking the while for what end promises ridiculously easy for him as a loyal subordinate to give were extracted with so much repetition and emphasis. "I require of you," said the general, "that you should leave your present mode of living, and become one of the contrary, disciplined." "But," quickly protested the other, "I cannot do that. It is, indeed, in direct contradiction to your orders to the staff, which exhort us all to be steady and abstemious from life's luxuries." "You have pledged your honour," retorted the Chief, "that you will obey your superiors, and in this way serve your Emperor. And in this matter I want strict obedience. You must become a disciplined man." "But why? For what purpose?" asked the other. "Because I require it in the interests of the State. That is surely enough; (Concluded on page 5)

## CAPT. GRAHAM'S GRATITUDE

Suffered from Sores on Face and Back  
—Doctors Took His Money But Did  
No Good—Skin Now Looks Clear  
as a Baby's.

## ANOTHER CURE BY CUTICURA REMEDIES

Captain W. S. Graham, 1321 Roff St., Wheeling, W. Va., writing June 10, '06, says: "I am so grateful I want to thank God that a friend recommended Cuticura Soap and Ointment to me. I suffered for a long time with sores on my face and back. Some doctors said I had blood poison, and others that I had barbers' itch. None of them did me any good, but they all took my money. My friends tell me my skin now looks as clear as a baby's, and I tell them all that Cuticura Soap and Ointment did it."

## STILL ANOTHER CURE

Neck Covered With Sores, Hair Fell Out, With Wild Itching.  
Mr. H. J. Spalding of 104 W. 10th St., New York City, says: "For two years my neck was covered with sores, the disease spreading to my hair, which fell out, leaving an unsightly bald spot, and the sores, inflammation, and merciless itching made me wild. After several applications of Cuticura the sores subsided, the sores disappeared, and my hair grew thick and healthy as ever."

## AND STILL ANOTHER

"For over thirty years I suffered from painful ulcers and an eruption from my knees to my feet, and could find neither doctors nor medicines to help me, until I took Cuticura which cured me in six months." (signed) M. C. Moss, Gainesville, Tex.

Cuticura Soap, Ointment, and Pills are sold throughout the world. Write for a free sample. In U.S.A., Australia, N.Z., India, S. Africa, and elsewhere, ask for Cuticura. *Mail Order, 100 South 4th St., St. Louis, Mo.*

## JAPAN'S NEW CABLE.

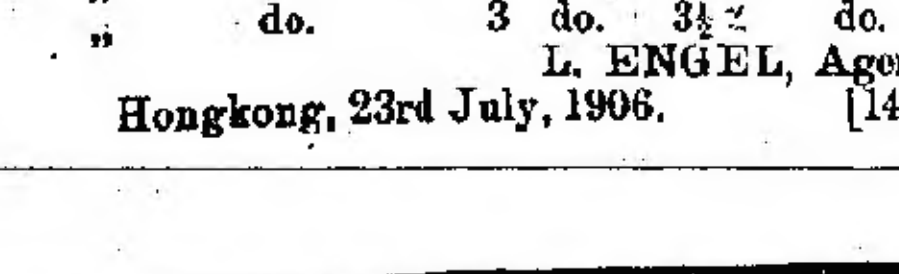
Hachijo, or, as it is often marked on the maps, Fatsio, the old Dutch way of spelling it, is a large island due a bit of Tokyo, distant about 110 miles, and during the war with Russia a cable was laid to it from Kure, a point midway between Tokyo and Yokohama, for military purposes. This has now been extended about 430 miles to the Boin group, one of Japan's outposts in the Pacific. The Boin group is better known to-day as the Ogasawara Islands, and number twenty in all, having a total area of 27 square miles. The two largest are known to the natives as Father and Mother Islands, though on the charts they bear other titles. The entire group is less than three thousand square miles in area, a good deal of it being taken in the adjacent waters, lying to the northward from Guam, an island belonging to the United States, in the Ladrones, or Marianas Archipelago. From Guam another cable was recently laid to Shanghai by the Pacific Cable Company, so that from Guam submarine lines now diverge to Manila, Shanghai, and Tokyo. It is one of the most important cable stations of the globe, and both it and the Ogasawara Islands are destined to become better known to the outer world by reason of the parts they must henceforward play as links in the chain of electric communication to be rendered available very shortly to the public at large. There is now a regular mail service to the Ogasawara Islands, conducted by the Nippon Yusen Kaisha, and even the remote Bird Island, which was the object of a filibustering expedition from the Pacific Coast some years ago, is now frequently made a port of call. Forikima, or Bird Island, is on the tropic of Cancer in longitude 150 E., some 650 miles farther to the eastward than the Boin group, and it marks the limit of the Japanese Empire in that direction.

Women never have, never do, and never will make common cause against men. The only person against whom they forget their natural attitude of rivalry to make common cause is the beautiful woman who attracts men.





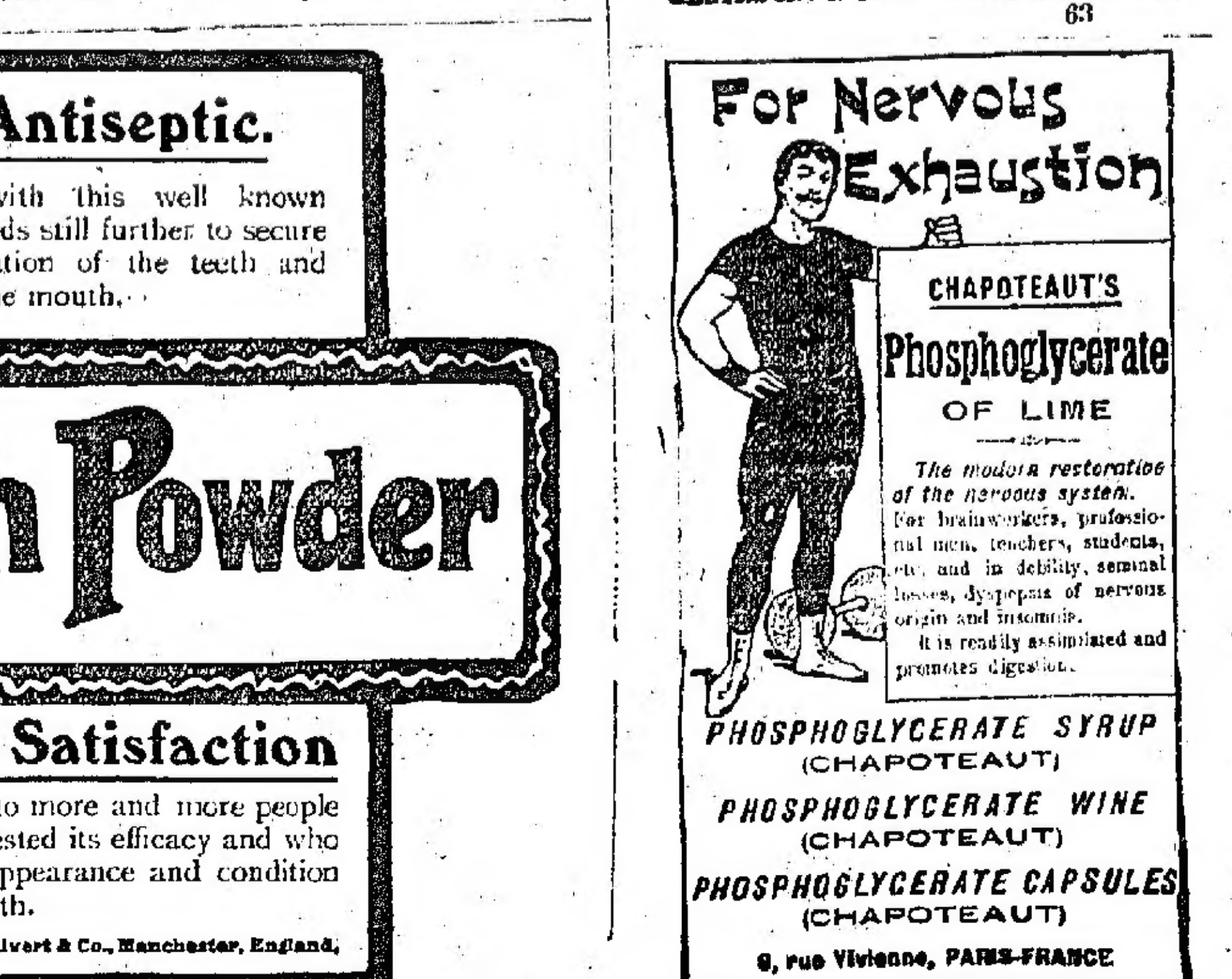




Hongkong, 26th March, 1906.

CONSTANT GROWING IN  
SOLD BY LOCAL CHEMIST

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Charming, Lotion Charming and Special Skin Tonic and Poudre Charming will enable you to do it. H. Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.



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**SOLD BY LOCAL CHEMISTS AND STORES.**

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## SHIPPING

## ARRIVALS.

ALABAMA, British str., 1253 A. E. Ellis, 25th July, Salina Cruz 14th July, General Order.  
 DAKOTA, British steamer, 25th July, from Canton.  
 KAGOSHIMA MARU, Japanese str., 2345, F. W. Pyno, 24th July, Bombay 5th July, Twist.  
 MOHAWA, British str., 1225, E. H. Gordon, 24th July, Bombay 11th July and Singapore 20th, Mail and General, P. & O. S. N. Co.  
 SAXONIA, German str., 3221, Fr. Sachs, 25th July, Hamburg and Singapore 19th July, General, Hamburg-Amerika Linie.  
 YAMAGUCHI, Korean str., 3557, N. Nagasaka, 24th July, Moji 19th July, Coal—Mitsui Bussan Kaisha.  
 YOKOHAMA, British str., 1305, J. H. Brown, 24th July, Shanghai 20th July, General—Butterfield & Swire.  
 ZOOLOANER, British str., 2375, John Ewan, 24th July, Christmas Island 11th July, Phosphate Rock—Bradley & Co.

## CLEARANCES.

At the Harbour Master's Office July 25th.  
 Crusader, British str., for Surabaya.  
 Hudson, French str., for Hilo.  
 Jostan Maru, Japanese str., for Swatow.  
 Mollava, British str., for Kobe.  
 Tachibana, British str., for Hilo.  
 Yachon, British str., for Canton.  
 Zoroaster, British str., for Yokohama.

## DEPARTURES.

PRINCE STEPHEN, German str., for Australia, July 25th.  
 ARASHI MARU, Japanese str., for Amoy.  
 IYO MARU, Japanese str., for Singapore.  
 LOWRIER CABLE, British str., for New York.  
 SCHWABENBURG, German str., for Hamburg.  
 SUMO, Dutch str., for Singapore.  
 TROUTH, German str., for Hongkong.  
 ZAIDA, British str., for Hongkong.

## SHIPPING REPORT.

The British str. Yachon reports: First part strong N.E. winds, heavy rain and high sea. Latter part S.W. gales, very high seas and torrents of rain.

## VESSELS IN DOCK.

At the Harbour Master's Office July 25th.  
 KOWLOON DOCK—Alta, H.M.S. U.S.A.T. Lupton, Tai O, M.H.S. H.M.S. Andromeda, Co. M.H.S. Dox.  
 HONGKONG DOCK—

## VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.  
 HONGKONG-SWATOW-PANANG LINE.

## FOR BANGKOK (DIRECT)

THE Chartered Steamship.

"PROMETHEUS," Captain Cornhillson, will be despatched as above TO-DAY, 26th inst., at 4 P.M.  
 For Freight or Passage, apply to NIPPON YUSEN KAISHA, Princes Building, Hongkong, 25th July, 1906. [1463]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship.

"HAICHING," Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 27th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAPIER & Co., General Managers, Hongkong, 24th July, 1906. [1461]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Callings at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship.

"EMPIRE," Captain St. John George, will be despatched for the above Port on SATURDAY, the 28th inst., at 1 P.M.

The well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 24th July, 1906. [1358]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and South American Ports.

Proposed Sailings from Hongkong to CALLAO, LIMA, and YAPAN.

Steamers: "KASADO MARU" 6,000 7th Aug., Noon. "GLENFARG" 4,000 25th Aug., Noon. (Date of sailing subject to alteration.)

Taking freight also to other Western Coast Ports of South America, transshipping to the Connecting Line.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information as to Freight and Passage, apply to K. MATSUDA, Manager, York Building, Hongkong, 20th July, 1906. [1447]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR COAST.

THE Steamship.

"TUDSON," Captain Fenlon, will be despatched as above on or about the 12th August.

For Freight or other information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Hotel Mansions, Hongkong, 16th July, 1906. [1423]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 28th inst., at Noon.
LONDON, ANTWERP, &c. VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 1st Aug.
LONDON, ANTWERP, &c. VIA SINGAPORE, &c.	PINGSUEY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st inst.
LONDON, ANTWERP, &c. VIA SINGAPORE, &c.	PAEROCLEUR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Aug.
LONDON, ANTWERP, &c. VIA SINGAPORE, &c.	OBESITE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th Aug.
LONDON, ANTWERP, &c. VIA SINGAPORE, &c.	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd Aug.
MARSEILLES, &c. VIA PORTS OF CALL.	ARMAND BEHIC	Ger. str.	—	Barillon	MESSAGERIES MARITIMES	On 7th Aug., at 1 P.M.
BREMEN, VIA PORTS OF CALL.	DAELEN	Ger. str.	k.w.	Luning	HAMBURG-AMERIKA LINIE	On 1st Aug., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k.w.	Muller	HAMBURG-AMERIKA LINIE	On 7th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	Peter	HAMBURG-AMERIKA LINIE	On 21st Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	ALCINOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th Sept.
COPENHAGEN & BALTIC PORTS.	KINA	Dan. str.	—	—	MELCHERS & CO.	About 15th Aug.
TRIESTE, &c. VIA SINGAPORE, &c.	CHINA	Aus. str.	—	Damianovich	SANDER, WIELER & Co.	On 2nd Aug., P.M.
NAPLES, HAVRE & HAMBURG	SILEZIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 4th Sept.
NAPLES, HAVRE & HAMBURG	SCANDIA	Brit. str.	1 m.	V. Dohren	HAMBURG-AMERIKA LINIE	On 18th Sept.
LIVERPOOL DIRECT	TYDUS	Brit. str.	—	Thompson	ARNHOLD, KARBBERG & Co.	On 29th Aug.
BOSTON & NEW YORK	FEARON	Brit. str.	—	Featon	STANDARD OIL CO.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	HUDSON	Brit. str.	—	—	DODWELL & CO., LTD.	About 1st Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	ATHOLL	Brit. str.	—	—	Quick despatch.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL.	JOHN HARDIE	Am. str.	—	—	—	—
NEW YORK VIA PORTS & SUEZ CANAL.	ALBENGA	Ger. str.	—	Petersen	SHEWAN, TOMES & Co.	About 29th Aug.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CARLOWITZ & Co.	About 25th Aug.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 1st Aug.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	SHAWMUT	Brit. str.	—	E. V. Roberts	CANADIAN PACIFIC R. Co.	On 8th Aug.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	TELEMACHUS	Brit. str.	—	—	DODWELL & CO., LTD.	On 27th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARABIA	Ger. str.	—	Motzenhahn	BUTTERFIELD & SWIRE	On 4th Aug.
CALLAO, LIMA, &c. VIA JAPAN PORTS.	KASADO MARU	Jap. str.	—	St. John George	TOYO KISEN KAISHA	On 14th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA.	EMPIRE	Brit. str.	1 m.	—	GIBB, LIVINGSTON & Co.	About 7th Aug., Noon.
AUSTRALIAN PORTS VIA MANILA.	TAIWAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA.	WILLEHAD	Ger. str.	—	Ottensmeyer	MELCHERS & CO.	On 11th Aug.
AUSTRALIAN PORTS VIA MANILA.	WILLEHAD	Ger. str.	—	—	MELCHERS & CO.	On 21st Aug., at Noon.
KOBE, YOKOHAMA & SAN FRANCISCO	DAKOTA	Brit. str.	—	S. Barclay	SHEWAN, TOMES & Co.	On 4th Aug.
KOBE, YOKOHAMA & SAN FRANCISCO	JAVA	Ger. str.	k.w.	—	P. & O. S. N. Co.	About 5th Aug.
KOBE, YOKOHAMA & SAN FRANCISCO	DAPHNE	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	To-day.
KOBE, YOKOHAMA & SAN FRANCISCO	KWANGSANG	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 7th Aug.
CHEFOO & NEWCHANG	LYTHAKA	Brit. str.	—	—	JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
SHANGHAI & CHINKIANG	KWONGHANG	Brit. str.	—	E. H. Gordon	P. & O. S. N. Co.	About 26th inst.
SHANGHAI	MOLDAVIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	To-morrow.
SHANGHAI	SAXONIA	Ger. str.	k.w.	T. Nemoto	USAKA SHOSHA KAISHA	On 23rd inst., at 10 A.M.
SHANGHAI	KOSHU MARU	Jap. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Aug.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	MELCHERS & CO.	About 1st Aug.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 30th inst.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	OSAKA SHOSHA KAISHA	To-day, at 10 A.M.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	OSAKA SHOSHA KAISHA	On 1st Aug., at 10 A.M.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	DOUGLAS LAPIER & Co.	To-morrow, at Noon.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 25th inst., at Noon.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 4th Aug., at Noon.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st Aug.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 31st inst., at 3 P.M.
SHANGHAI	YOKOHAMA & KOBE	Brit. str.	—	—	—	About 28th inst.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	MOLDAVIA	About 26th July	Freight and Passage.
LONDON &c. VIA USUAL PORTS OF CALL.	DEVANHA	Noon, 28th July	See Special Advertisement.
LONDON, ANTWERP, &c. VIA SINGAPORE, &c.	SARDINIA	About 1st August	Freight and Passage.
COLOMBO, PORT SAID and MARSEILLES	C. C. Talbot, R.N.R.	August	Freight and Passage.
YOKOHAMA VIA SHANGHAI, &c.	JAVA	About 5th August	Freight and Passage.
MOJI and KOBE	S. Barclay	August	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 26th July, 1906.

## HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 28th July, Noon.
RUBI	2540	R. Almond	Manila	On 4th Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 23rd July, 1906.

## HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "JOHN HARDIE"	TO SAIL
—	About 20th August.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 20th June, 1906.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI AND INLAND SEAS OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT NOON
"ARABIA"	4,483	Motzenhahn	August 14th, 1906.
"ARAGONIA"	5,198	Ernst	September 5th, 1906.
"NICOMEDIA"	4,370	G. Meisner	September 16th, 1906.
"NUMANTIA"	4,370	Feldmann	October 9th, 1906.

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.

Hongkong, 13th July, 1906.

## HAMBURG-AMERIKA LINIE.

## HOME LINE-OUTWARD.

STEAMERS	DESTINATION	TO SAIL
SAXONIA	SHANGHAI, YOKOHAMA & KOBE	26th July
*SILEZIA	SHANGHAI, YOKOHAMA & KOBE	30th July
*SCANDIA	SHANGHAI, YOKOHAMA & KOBE	9th Aug.
*SLAVONIA	SHANGHAI, YOKOHAMA & KOBE	14th Aug.
SENEGAMBIA	SHANGHAI, YOKOHAMA & KOBE	28th Aug.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA. Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATION	TO SAIL
ALESIA	HAVRE and HAMBURG	On 7th Aug.
Capt. Luning	via Singapore, Penang and Colombo	On 21st Aug.
SPEZIA	HAVRE and HAMBURG	On 14th Sept.
Capt. Muller	via Singapore, Penang and Colombo	On 18th Sept.
*SILEZIA	NAPLES, HAVRE and HAMBURG	On 28th Sept.
Capt. Bahle	via Singapore, Penang and Colombo	On 28th Sept.
*SCANDIA	NAPLES, HAVRE and HAMBURG	On 28th Sept.
Capt. V. Dohren	via Singapore, Penang and Colombo	On 28th Sept.
SENEGAMBIA	HAVRE and HAMBURG	On 28th Sept.
Capt. Peter	via Singapore, Penang and Colombo	On 28th Sept.

\* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity. Duly qualified doctor and stewardess on board.

## COAST SERVICE.

STEAMERS	DESTINATION	TO SAIL
DAPHNE	KOBE, NAGASAKI & VLADIVOSTOCK	26th July
LYTHAKA	SHANGHAI & CHINKIANG	Freight & Passengers.
LYDIA	SHANGHAI & CHINKIANG	Freight & Passengers.
KOWLOON	SHANGHAI & CHINKIANG	Freight & Passengers.

\* Taking Cargo at Through Rates to TSINGTAO and CHEMULPO.

For Freight and Passage, apply to HAMBURG-AMERIKA LINIE, SIEMSEN & CO. HONGKONG OFFICE.

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## NORTHERN PACIFIC RAILWAY COMPANY.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date.
SHAWMUT	9,806	E. V. Roberts	On 27th July.
TREMONT	9,806	T. W. Garlick	On 22nd August.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures

destinies at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS, Hongkong, 25th April, 1906.

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## VESSELS ON THE BERTH

## REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG, 1906

"ATHOLL" ... To follow.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 16th July, 1906. 787

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

**JOINT SERVICES.**  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

EUROPEAN SERVICE		
FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"DIOMED"	On 2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 2nd August.
GLASGOW and LIVERPOOL	"TELEUS"	On 9th August.
GLASGOW and LIVERPOOL	"CHING WO"	On 9th August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th August.
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 30th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 30th August.
GLASGOW and LIVERPOOL	"TEENKAI"	On 6th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 6th September.

HOMELANDS		
FROM	STEAMERS	TO
LONDON, AMSTERDAM and ANTWERP	"PINOKEY"	On 31st July.
LONDON, AMSTERDAM and ANTWERP	"PATROLES"	On 7th August.
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"A. HILLES"	On 28th August.
LONDON, AMSTERDAM and ANTWERP	"ALPHONSO"	On 30th August.

\* Taking Cargo for Liverpool and London Rates and taking Cargo for Genoa, Marseilles  
and Hull to connect with "Antenor" at Singapore.  
\* Taking Cargo for Liverpool at London Rates.

**TRANS-PACIFIC SERVICE.**  
Operating in conjunction with  
**THE NORTHERN PACIFIC RAILWAY CO.**  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.  
(EASTWARD).

FOR	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, & ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"TELEMACHUS"	On 4th August.
HAMA	"BELLEROPHON"	On 1st September.

FROM	STEAMERS	TO
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST	"TYDEUS"	On 15th August.
	"STENTOR"	On 8th September.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS. (9-11)  
Hongkong, 25th July, 1906.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
SWATOW, WEIHAIWEI, CHEFOO, and TIENTSIN	"KWEICHOW"	On 28th July.
MANILA	"TEAN"	On 31st July.
XINGPO and SHANGHAI	"TIENTSIN"	On 31st July.
SHANGHAI	"YOHOW"	On 1st August.
CHEFOO and NEWCHWANG	"SUNGKIANG"	On 1st August.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KWEIYANG"	On 7th August.
	"TAIYUAN"	On 11th August.

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
**REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.**  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS. (11)  
Hongkong, 25th July, 1906.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

**LUXURY—SPEED—PUNCTUALITY.**  
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF  
12 days across the Pacific in the "EMERALD LINE." Saving 3 to 7 days' Ocean Travel  
12 DAYS YOKOHAMA TO VANCOUVER.  
21 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Tons	LEAVES HONGKONG	ARRIVE VANCOUVER
"EMERALD OF CHINA"	6,000	WEDNESDAY, 1st Aug.	22nd Aug.
"TARTAR"	4,425	WEDNESDAY, 8th Aug.	1st Sept.
"EMERALD OF INDIA"	6,000	WEDNESDAY, 22nd Aug.	12th Sept.
"ATHENIAN"	3,882	WEDNESDAY, 5th Sept.	28th Sept.
"EMERALD OF JAPAN"	6,000	WEDNESDAY, 19th Sept.	10th Oct.
"MONTEAGUE"	5,163	WEDNESDAY, 3rd Oct.	27th Oct.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL  
OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT  
CHANGE.  
Hongkong to London, 1st Class, via St. Lawrence 280; via New York 262.  
Intermediate on Steamers (1st Class) "440," "442."  
R.M.S. "MONTEAGUE," "TARTAR" and "ATHENIAN" carry "Intermediate"  
passengers only to intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all principal ports and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.  
For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent,  
Corner Pedder Street and Praya, opposite Blako Pier.

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## IMPERIAL GERMAN MAIL LINES.

**NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.**

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LOGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
WEDNESDAY	1st August
WEDNESDAY	15th August
WEDNESDAY	29th August
WEDNESDAY	12th September
WEDNESDAY	26th September
WEDNESDAY	10th October
WEDNESDAY	24th October
WEDNESDAY	7th November
WEDNESDAY	21st November

ON WEDNESDAY, the 1st day of AUGUST, 1906, at Noon, the Steamship "BAYERN"  
Captain H. Formes, with MALES, PASSENGERS, SPECIE and CARGO, will  
leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 30th July. Cargo and  
Specie will be received on Board until 5 p.m. on TUESDAY, the 31st July, and Parcel  
will be received at the Agency's Office until Noon, on TUESDAY, the 31st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
(Linen can be washed on board.)

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO NAPLES, GENOA AND GIBRALTAR return 251 0 0 212 0 0 222 0 0

TO SOUTHAMPTON, LONDON, BREMEN  
AND HAMBURG return 91 0 0 63 0 0 33 0 0

TO NEW YORK VIA SUEZ  
VIA NAPLES, GENOA OR GIBRALTAR return 64 0 0 44 0 0 26 0 0

VIA BREMEN OR SOUTHAMPTON return 115 0 0 79 0 0 47 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co. from  
SINGAPORE TO CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:  
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

**JAPAN-CHINA-AUSTRALIAN LINE.**  
VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
WILLERHAD	4th August
PRINZ WILHELM	18th August
PRINZ SIGISMUND	1st September

ON TUESDAY, the 21st AUGUST, at Noon, the Steamship "WILLERHAD"  
Captain Ostermann, with Males, Passengers and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
(Linen can be washed on board.)

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class 1st Class 2nd Class

TO MANILA ... \$50.— \$30.— \$20.— return \$80.— \$50.—

TO NEW GUINEA ... \$25.— \$15.— \$10.— return \$40.— \$25.—

TO BRISBANE ... \$25.— \$15.— \$10.— return \$40.— \$25.—

TO SYDNEY ... \$25.— \$15.— \$10.— return \$40.— \$25.—

TO MELBOURNE ... \$25.— \$15.— \$10.— return \$40.— \$25.—

TO YOKOHAMA ... \$25.— \$15.— \$10.— return \$40.— \$25.—

TO KOBE ... \$25.— \$15.— \$10.— return \$40.— \$25.—

TO YOKOHAMA and back from KOBE ... \$140.00 \$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 237 0 0

TO EUROPE VIA AUSTRALIA AND AMERICA ... 95 0 0

From Australia to New York via Vancouver by the J.P.R. Co.'s steamers, or via San  
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

**EUROPEAN & AUSTRALIAN SERVICE**

\* YOKOHAMA and KOBE ... "WILLERHAD" ... Wednesday, 1st Aug.

SHANGHAI, NAGASAKI, ... "PRINZ EITEL FRIEDRICH" ... Wednesday, 1st Aug.

KOBE & YOKOHAMA ... "SACHSEN" ... Wednesday, 15th Aug.

SHANGHAI, NAGASAKI, ... "SACHSEN" ... Wednesday, 15th Aug.

KOBE & YOKOHAMA ... "SACHSEN" ... Wednesday, 15th Aug.

Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York, by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton ... 252 0 0

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Hongkong, 9th June, 1906.

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A. B. BROWN, Norwegian str., 541, Anderson,  
14th July—Shanghai 8th July, Earthen-  
ware—Order.

AMARA, British str., 1,565, C. J. Matlock, 23rd  
July—Hongkong 24th July. Coal—Jardine,  
Matheson & Co.

ARRATON APCAR, British str., 2,331, R. Fer-  
22nd July—Calcutta 6th July, Penang  
12th and Singapore 7th. General. David  
Sussman & Co.

BOURBON, French str., 900, Le Bail, 13th July  
—Saigon 8th July, General—Chinsee.

BRAND, Norwegian str., 1,520, M. Brønson, 9th  
July—Sumatraya 24th June, Sugar,  
Sander, Wieler & Co.

CORTIC, British str., 2,744, W. Finch, 20th  
July—San Francisco 27th June, Mails and  
General—O. & S. N. Co.

CRANLEY, British str., 3,963, W. E. Steele, 8th  
July—Durban 13th June 6th. Living-  
ston & Co.

CRUSADER, British str., 2,744, R. W. McBurn,  
19th July—Calcutta 2nd July, Coal—  
Melchers & Co.

DAKOTAH, British str., 2,300, Ross, 22nd July  
—San Francisco and Shanghai 19th July.  
Kerosene Oil—Standard Oil Co.

DAPHNE, German str., 1,254, E. Schipper, 21st  
July—Chefoo 10th July, General—  
Hamburg-Amerika Linie.

EMERALD, German str., 1,139, G. Germond,  
16th July—Mauritius 22nd May, Sugar—  
Chinsee.

EMPIRE, British str., 4,498, St. John George,  
24th July—Kobe 19th July, General—4th,  
Livingston & Co.

EMPEROR OF CHINA, British str., 3,004, R.  
Archibald, R.N.R., 24th July—Vancouver  
2nd July and Shanghai 21st. Mails and  
General—C. P. & C. Co.

FER, Norwegian str., 300, Wagler, 13th July—  
Hongkong 10th July, Coal—Aagaard,  
Thoresen & Co.

HALLAN, French str., 733, L. Anderson, 25th  
July—Peking and Hongkong 22nd July, Gen-  
eral—A. R. Marly.

HANS WAGNER, German str., 1,633, J. Kage,  
mann, 20th June—Saigon 14th June, Rice—  
Leila, Wegener & Co.

HILARY, German str., 1,270, Vecker, 14th  
July—Swatow 13th July, Balas—Sander,  
Wieler & Co.

JACOB DIEDERICHSEN, German str., 423, D.  
Henk, 23rd July—Haiphong 20th July and  
Hobson 2nd. General—Jensen & Co.

JOSHIN MARU, Japanese str., 702, H. Ohta,  
23rd July—Tamsui, Amoy and Swatow  
22nd July, General—Onaka Shoen Kaisha.

KASHIRO, British str., 1,143, T. W. Puckard,  
18th July—Newchwang and Chefoo 12th  
July, General—Butterfield & Swire.

KUTSANG, British str., 4,865, R. D. Bradley,  
23rd July—Singapore 17th July, General—  
Jardine, Matheson & Co.

KWICHOW, British str., 1,215, G. Hooker, 21st  
July—Tientsin 9th July, General—But-  
terfield & Swire.

KWONGSANG, British str., 1,428, W. P. Baker,  
30th July—Shanghai 17th July and Swatow  
21st. General—Jardine, Matheson & Co.

LABOR, Norwegian str., 949, A. E. Olson, 22nd  
July—Moji 15th July, Coal—Aagaard,  
Thoresen & Co.

LINA, Swedish str., 1,577, H. Harndahl, 22nd  
July—Sourabaya 10th July, Sugar—  
Sander, Wieler & Co.

LOONGSANG, British str., 1,192, A. G. Smith,  
24th July—Manila 21st July, General—  
Jardine, Matheson & Co.

LOYAL, German str., 1,237, Fr. Natkins, 21st  
July—Bangkok 13th July, Rice and Gen-  
eral—Sander, Wieler & Co.

MATHILDE, German str., 833, N. Schemmann,  
29th July—Moji 14th July, Coal—Jensen  
& Co.

MERFOU, Chinese str., 1,340, McArthur, 21st  
July—Shanghai 18th July, General—  
Chinsee.

MONMOUTHSHIRE, British str., 3,306, Warner,  
R.N.R., 24th July—London 5th June and  
Singapore 1st July, General—Shewan,  
Tomes & Co.

MONTAGNE, English str., 1,357, F. W. Batten,  
11th July—Java 3rd July, Sugar and  
Melasses—Order.

NEIL MACLEOD, Amr. str., 992, E. Corral, 19th  
June—Manila 16th June—Barretto & Co.



